

COUNTRY	East Germany	REPORT NO.	
TOPIC Grossenhain Airfield			
EVALUATION	see below	PLACE OBTAINED	
DATE OF CONTENT 13 October to 16 November 1952			25X1
DATE OBTAINED			11 December 1952
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto
REMARKS			

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1. The following air activity and aircraft were observed at Grossenhain airfield between 13 October and 6 November 1952:

13 October. Between 11 a.m. and 5 p.m., individual flights were made by swept-back jet fighters at the airfield. There was good visibility and a cloud base at an altitude of about 1,000 meters. Between 7 and 11 p.m., jet fighters made individual flights. At 4:15 p.m., 6 MiG-15s with auxiliary fuel tanks were parked at the southern end of the short runway, 17 jet fighters without auxiliary fuel tanks and 2 single-engine planes were in front of the hangars.

14 October. Between 9 a.m. and midnight, MiG-15s and single-engine planes continuously circled over the field. It rained and the cloud ceiling was at an altitude of 600 meters.

15 October. Between 8 a.m. and 6 p.m., 62 local flights were made by jet fighters. Single-engine planes also circled over the field. It rained and the cloud base was at an altitude of about 800 meters. The weather cleared up toward the evening. Between 8 p.m. and midnight, jet fighters took off and flew in elements of two. At the take-off point, the jet fighters of the individual elements were about 150 meters apart. The planes flew with set position lights. A searchlight at the field illuminated the runway, and the runway lights on both sides were switched on. The aircraft landed individually at intervals of about 600 meters.

16 October. Between 8 a.m. and 6 p.m., there was intensive local flights by jet fighters and single-engine planes. The visibility was limited to about 4 km, and the cloud base was at a height of 600 meters to 800 meters. At 5 p.m., 6 MiG-15s were parked at the south end of the short runway, 32 swept-back jet fighters, 3 single-engine planes and 1 biplane were observed in front of the hangars. Between 8 and 11 p.m., individual swept-back jet fighters circled over the field.

17 October. Between 11 and 11:30 a.m., swept-back jet fighters without auxiliary fuel tanks individually took off and assembled in flights of 3 planes each. There was a 10/10 overcast, the cloud base being at 1,000 meters.

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The visibility was good. [] eight flights of planes leaving the field toward the northwest. They did not return until 3 p.m. Between 11 a.m. and 6 p.m., there was intensive local flying by MiG-15s without auxiliary fuel tanks. At 4:05 p.m., a formation of 12 MiG-15s with auxiliary fuel tanks approached the field, and the planes landed individually. Between 8 and 11 p.m., individual swept-back jet fighters circled over the field. At 5 p.m., 34 swept-back jet fighters, 4 single-engine planes and 1 biplane were counted at the field.

18 October. There was little air activity at the field.

19 October. No flights were made.

20 October. Between 8 a.m. and 5 p.m., individual local flights were made by swept-back jet fighters and single-engine planes with radial engines. The visibility was good, and the cloud base was at an altitude of about 800 meters. Take-offs and landings were made from east to west although there was a slight easterly wind.

21 October. Between 8 a.m. and 4 p.m., individual local flights were made by swept-back jet fighters. There was a 10/10 overcast, the cloud base being at an altitude of 900 meters.

22 October. It was foggy until about 11 a.m. Between 11 and 11:15 a.m., 12 individual swept-back jet fighters with auxiliary fuel tanks took off and assembled in a formation heading south-southwest. It was not observed that the formation returned to the field. Between 11 a.m. and 5 p.m., MiG-15s took off in elements of two and assembled in formations of four.

23 October. After the fog had disappeared, individual local flights were made by swept-back jet fighters and a biplane between 11 a.m. and 2 p.m.

24 October. Between 9 a.m. and 6:30 p.m., MiG-15s took off individually and in elements of two. Some of the planes assembled in formation of four. Between 5 and 5:30 p.m., a single-engine plane towing an air sleeve circled several times but no approach flight or firing at the airborne target was observed.

27 October. After 7:45 a.m., take-offs were made by individual MiG-15s and in elements of two. The MiG-15s which took off in elements were fitted with auxiliary fuel tanks and landed individually. Single-engine aircraft also circled over the field. At 3 p.m., 6 alert planes were parked at the southern end of the short runway and 30 swept-back jet fighters and 4 single-engine planes were observed in front of the hangars.

28 October. Between 11 a.m. and 6 p.m., MiG-15s flew individually and in elements of two. There were intermittent rain showers. A DC-3 plane landed at 3:05 a.m. and took off at 3:45 p.m.

29 October. Between 8 a.m. and 6 p.m., local flights were continuously made by swept back jet fighters, while the weather cleared up. MiG-15s with auxiliary fuel tanks flew in elements of two, each flight lasting about 30 minutes. At 5 p.m., 6 alert planes were parked at the southern edge of the runway and 32 swept-back jet fighters, 3 single-engine planes and 1 biplane were observed in front of the hangars.

31 October. Between 8 a.m. and 6 p.m., there was local flying by MiG-15s without auxiliary fuel tanks, individual single-engine planes and biplanes. The visibility was limited to 2 km, and there were intermittent rain showers.

1 November. After about 11 a.m., when the fog disappeared, individual flights were made by swept-back jet fighters, single-engine planes and biplanes.

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2 November. No air activity was observed between 10 a.m. and 4 p.m.

3 November. Individual local flights were made by single-engine planes and two swept-back jet fighters between 9 a.m. and 4 p.m., when the fog had disappeared.

4 November. Between 8 a.m. and 3 p.m., the visibility was very good, and the sky was slightly cloudy. It was observed that 23 MiG-15s made individual flights of about 15 minutes. Shortly after the take-off, the planes climbed to an altitude of about 3,000 meters.

5 November. Between 8 a.m. and 2 p.m., there was air activity by 5 swept-back jet fighters and 1 biplane. Visibility was good. There was a strong westerly wind and a cloud base at an altitude of 800 meters. At 3 p.m., 6 alert planes were parked at the southern edge of the short runway and 17 swept-back jet fighters were observed in front of the hangars.

6 November. Between 4:30 and 5 p.m., there was no air activity during rainy and stormy weather. Only the six alert planes were parked outside the hangars.

25X1 2. [redacted] during the night from 23 to 24 October, about 100 air force soldiers were trucked to the railroad station from where they left by train to the U.S.S.R.²

25X1 3. During the period of observation, excavating was in progress on eight construction sites north of the middle section of the long runway. [redacted]

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4. On 22 October, nine MiG-15s [redacted] were observed at the field. At 10:30 a.m., on 1 November, 15 MiG-15s were counted on the landing field. Six of them took off heading east. At 9:30 a.m. on 7 November, three MiG-15s were parked in front of the third hangar from the east. At 2:30 p.m., no planes were observed in front of the hangars. The aircraft crates which were previously observed at the field were no longer there.¹

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5. Excavating was in progress on the northern edge of the field, about 600 meters east of the Grossenhain-Elsterwerda road. Round heaps of earth about 1.5 meters high were observed at the side. Truck [redacted] was parked in front of a building occupied by air force troops located west of the Grossenhain-Elsterwerda road, about 200 meters southeast of the knackery. Trucks [redacted] and jeep [redacted] were observed at the field.

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25X1 25X1 6. The following observations were made at the field between 26 October and 12 November:

26 October. At about 4 p.m., an element of two MiG-15s and a single-engine plane were observed over the field. After 6 p.m., the searchlight at the field was in operation although there was no air activity.

27 October. Between about 3 and 5 p.m., flying was practiced by MiG-15s and single-engine, low-wing monoplanes including some towing air sleeves. The weather was hazy.

28 October. Between 6:30 and 8 p.m., there was individual flying by MiG-15s, while the searchlight radiated its beam almost continuously toward the west to northwest. There was good visibility and a strong southwesterly wind.

30 October. The noise of aircraft engines was heard between 11 a.m. and 1 p.m. The visibility was poor, and the cloud base was low. At 4 p.m., a formation of nine MiG-15s flew over the town at an altitude of about 200 meters, but

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it did not land at the field. Formation flying was rather poor. Between 6:30 and 9:30 p.m., there was night flying while the searchlight was in operation. The weather was still bad.

31 October. Between 7 and 8 a.m., individual flights were made by MiG-15s. The cloud base was at an altitude of about 200 meters. There was air activity by MiG-15s between 11 a.m. and 1 p.m. Aircraft observed at the field about 3 p.m., included 9 MiG-15s at the southern end of the short runway, 2 MiG-15s with starter carriages at the take-off point, and 6 MiG-15s in front of the hangars. Two trucks mounting searchlights were observed in the southeastern corner of the landing field.

2 to 8 November. A few individual flights were made during very bad weather. Almost all the aircraft were parked in the hangars. The billets were still fully occupied by air force soldiers and army soldiers who wore red-bordered black epaulets.

12 to 16 November. No air activity was observed while it rained and snowed. On 16 November, six MiG-15s were counted outside the hangars.¹

7. Shrapnelproof aircraft revetments which were under construction at the field included one in the southern section and 18 to 20 in the northeastern section. The revetments have not been used for the parking of aircraft.³
8. An AA gun emplacement with six guns arranged in a circle was observed 15 to 20 meters south of the eastern hangar. Each gun was surrounded by a wall. On 6 and 8 November, there was no activity at the field. On 16 November, the emplacement was removed and brick buildings were under construction at the site of the emplacement.⁴
9. Three concrete masts, each about 8 meters high, were observed south of the main entrance to the field. The masts were interconnected by antennas and a lead-in extended into the house toward the north. Another radio installation was located north of Folbern. It consisted of two small wooden cabins and an individual mast which was braced three times. There was a short southwest-northeast runway, which, however, was not used for taking off or landing. The course of the taxiway could not be determined because source's view was obstructed. The loading ramp extended as far as the northern hangar on the western edge of the field. The second hangar from the north seemed to be the repair hangar since an engine test stand was located at its side and the noise of work was repeatedly heard from the interior of the hangar.

- 25X1 1. Comment. Grossenhain airfield is occupied by two fighter regiments and the headquarters of a fighter division. Air activity was conducted as previously. Formation flying on 17 October was possibly connected with the exercises of the Eighth Gds Army in the Dessau area. Most of the aircraft are generally parked in the hangars, while the alert flight of 4 to 6 MiG-15s is permanently parked on the southern edge of the short runway in any type of weather. The aircraft are reported for the first time.
- 25X1 2. Comment. The train carried Soviet personnel to the U.S.S.R. because, after the fall maneuvers, older troops were rotated as recruits arrived in East Germany.
- 25X1 3. Comment. For location of shrapnelproof aircraft revetments and other installations at the field, see Annex.
- 25X1 4. Comment. According to available information, two light AA batteries each of six 37-mm AA guns were emplaced at the field. One battery was on the southern edge and the other battery was northwest of the intersection between the two runways. . It is not known whether the latter battery also left the field.

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Grossenhain Airfield.

Legend:

- 1a to 1h Hangars
- 2 Repair hangar
- 3 Spur track
- 4 Wire fence
- 5 Board fence from northwestern corner of the field to main entrance
- 6 Main entrance
- 7 Fence with concrete pedestals and iron rods from main entrance to southwestern corner of the field
- 8 Gate for spur track
- 9 Officers' billets
- 10 Officers' mess
- 11 Kitchen
- 12 Radio installation with three concrete masts
- 13 Loading ramp
- 14 Gap in fence in the extension of the runway
- 15 Fuel dump
- 16 Ammunition dump
- 17 Shrapnelproof aircraft revetments
- 18 Billets
- 19 Paper factory
- 20 Radio installation with one mast, low frequency landing approach beacon

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